



**US Army Corps
of Engineers®**
Nashville District

Public Notice

Public Notice No. 03-95

Date: December 19, 2003

Application No. 200301908

Please address all comments to:
Regulatory Branch, 3701 Bell Road, Nashville, TN 37214-2660

JOINT PUBLIC NOTICE
US ARMY CORPS OF ENGINEERS
AND
TENNESSEE VALLEY AUTHORITY

SUBJECT: Proposed Seasonal Rowing Race Course Between Miles 647.0 and 648.5, Tennessee River, in Knoxville, Knox County, Tennessee

TO ALL CONCERNED: The application described below has been submitted for a Department of the Army (DA) Permit pursuant to **Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403)**.

APPLICANT: University of Tennessee Rowing
117 Stokley Athletic Center
Knoxville, Tennessee 37996

LOCATION: Between Miles 647.0 and 648.5, Tennessee River (Fort Loudoun Reservoir), in Knoxville, Knox County, Tennessee, Knoxville-TN, USGS 7.5 Minute Series Quad Map, Start Coordinates - Lat 35° 57' 49", Long 83° 54' 15", Finish - Lat 35° 57' 13", Long 83° 55' 19".

DESCRIPTION: The proposed work consists of a 2,000 meters (1.25 miles) long standard collegiate and open racing course. The course would be straight and wide enough for up to four 13.5 meters (44.29') lanes. The course would be constructed in the Albano style, i.e., each lane is defined by small buoys along the course. The course would begin at a fixed 10'x120' wooden dock set perpendicular to the shoreline and stabilized by three temporary wood pilings. From the starting dock, the course would follow a S 54° 30' W bearing. The applicant states that the course would cross the Tennessee River navigation channel at about the 250 meter (820.21') and 1,850 meter (6,069.55') marks. Where the course crosses the navigation channel, 30" diameter (diam) drop buoys would be placed. In addition, a 30" diam. orange warning buoy would be placed 500 meters (1,640.42') upstream and downstream of the start and finish lines, respectively, to warn recreational and commercial river traffic of the course.

Construction of the course involves extending four 1,600-meter-long parallel cables from the 250 meter to the 1,850-meter marks. The cables are 1x19 stainless steel strand, 0.054" diam. Attachments are made to a 0.25" diam. cross cable approximately at the 250, 1,050, 1,500, and 1,650 meter marks. At the 1,850-meter mark, submerged concrete anchors would be installed at the end of each lane line. In addition, at the 250-meter mark, the end of each lane line would be anchored to the bottom of the river. Buoys (6" diam. Styrofoam spheres) would be attached with nylon line and stainless clips at 10-meter intervals on each lane cable. The attachment lines are 2 meters long, allowing each lane to be defined by the buoys while suspending the lane cables 2 meters below the water surface. The finish line would be an imaginary line defined by a sighting device at the judges' stand on the southwest shore and a target on the northeast shore. Three 30" diam. orange buoys would be set at the end of each lane line (imaginary from the 1,850

meter to finish) downstream of the finish line. At the conclusion of each race day, the start dock would be positioned parallel to the course along the Northeast shoreline at the start line and the drop buoys would be removed from waterway. At the conclusion of the race season (March 31st) all cabled course materials would be removed permanently. The initial establishment of the Albano course generally requires 1 week to accomplish. Once the course is set, it would generally require 2 days to be race-ready. The removal of the course requires 1-2 days, weather and water conditions permitting. The course would be in use yearly from March 1 to March 31. The Corps of Engineers will require the applicant to notify recreational waterway users and the navigation industry every year before the course is established.

The purpose of this course is to provide for Division I regular season dual competitions in rowing. The events are attended by approximately 150-200 spectators at the Lady Vol Boathouse (TRM 647.0, right bank) to watch the last 500 meters of the race.

Plans of the proposed work are attached to this notice.

The decision whether to issue a permit will be based on an evaluation of the probable impacts including cumulative impacts of the activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the work must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the work will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. A permit will be granted unless the District Engineer determines that it would be contrary to the public interest.

The Corps of Engineers is soliciting comments from the public; federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

An Environmental Assessment will be prepared by this office prior to a final decision concerning issuance or denial of the requested Department of the Army Permit.

The National Register of Historic Places has been consulted and no properties listed in or eligible for the National Register are known which would be affected by the proposed work. This review constitutes the full extent of cultural resources investigations unless comment to this notice is received documenting that significant sites or properties exist which may be affected by this work, or that adequately documents that a potential exists for the location of significant sites or properties within the permit area. Copies of this notice are being sent to the office of the State Historic Preservation Officer.

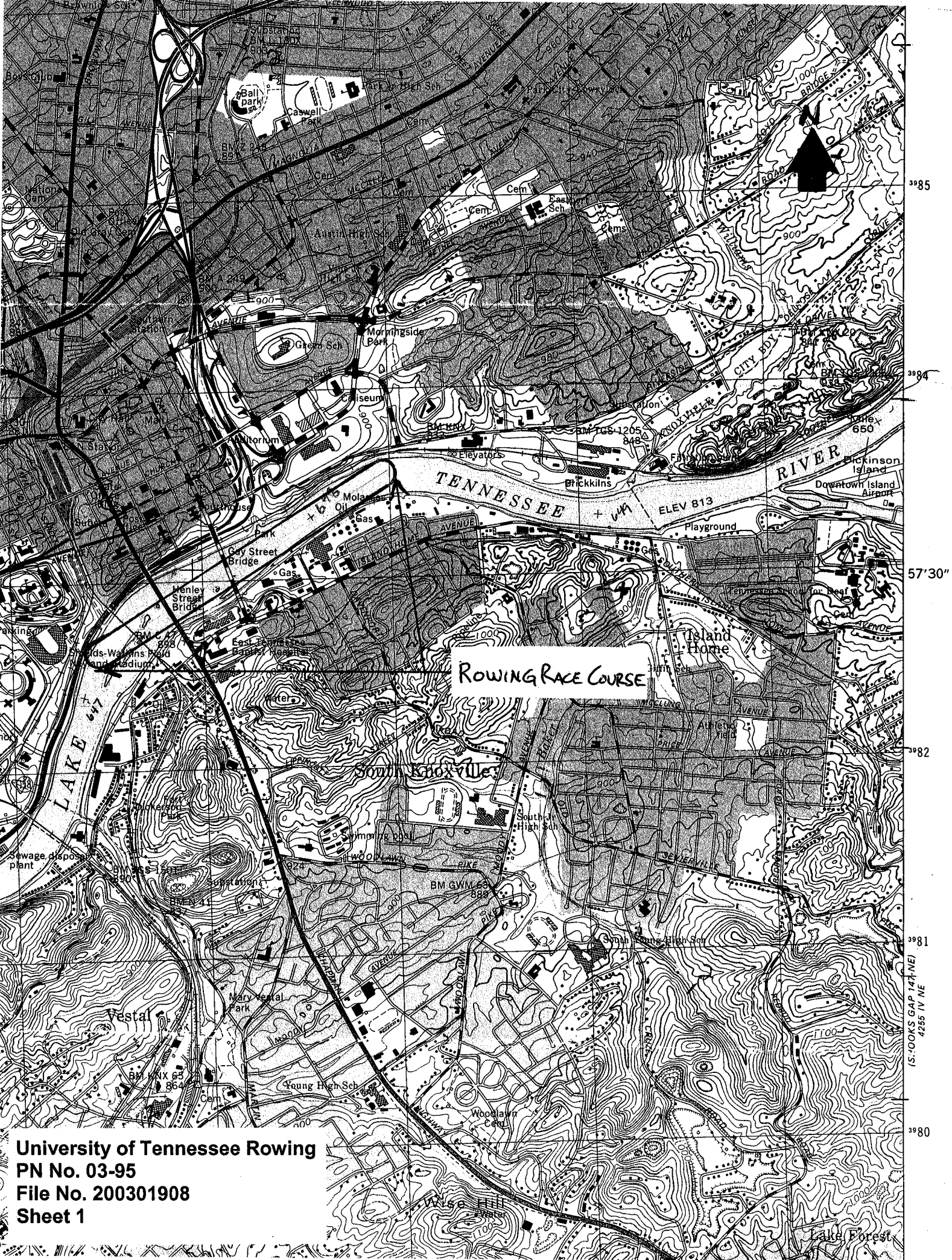
Based on available information, the proposed work will not destroy or endanger any federally-listed threatened or endangered species or their critical habitats, as identified under the Endangered Species Act. Therefore, we have reached a no effect determination, and initiation of formal consultation procedures with the U.S. Fish and Wildlife Service is not planned at this time.

Other federal, state, and/or local approvals required for the proposed work are as follows:

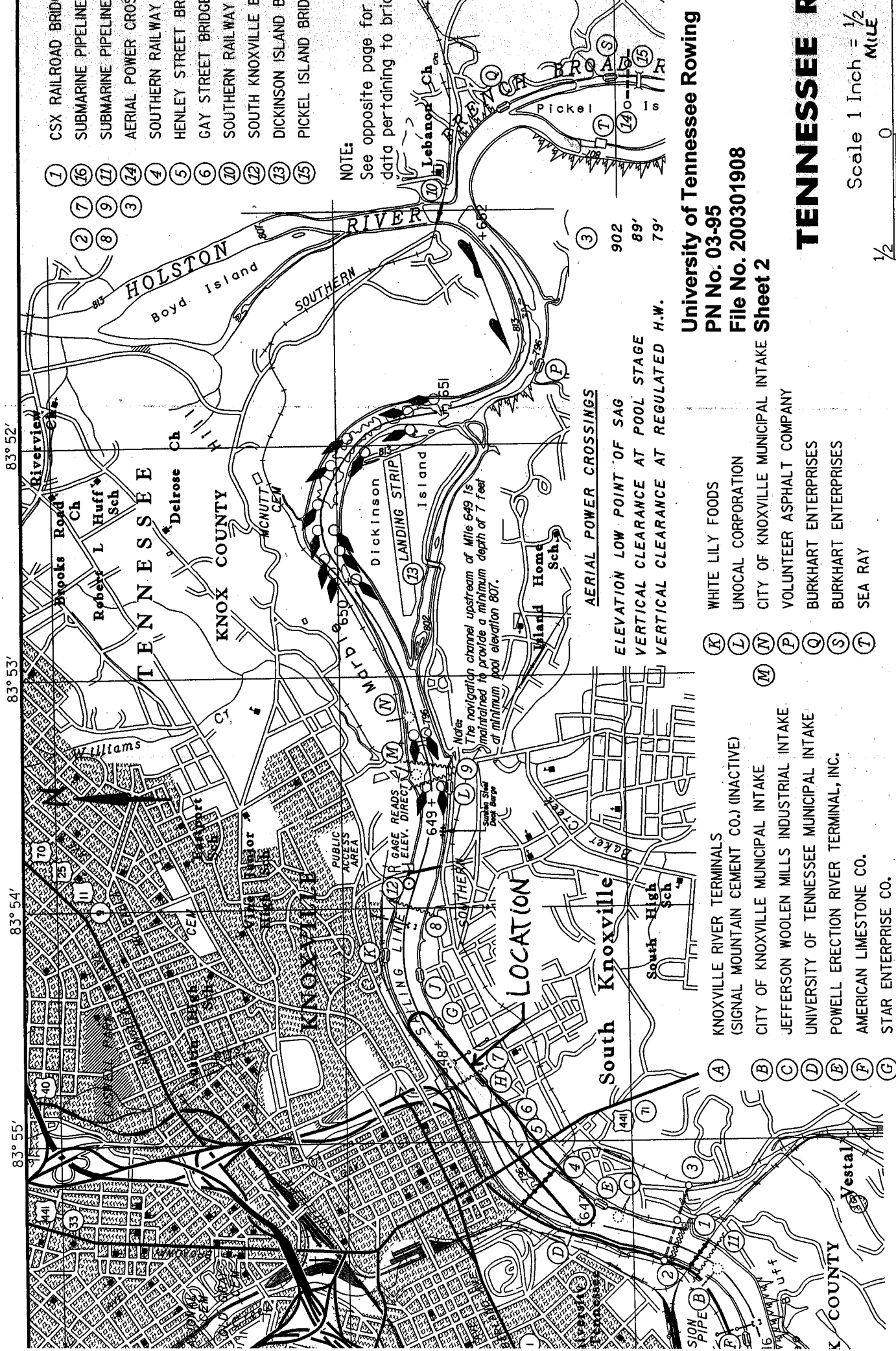
- Tennessee Valley Authority (TVA) approval under Section 26a of the TVA Act. In addition to other provisions of its approval, TVA would require the applicant to employ best management practices to control erosion and sedimentation, as necessary, to prevent adverse aquatic impacts.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

Written statements received in this office on or before January 8, 2004, will become a part of the record and will be considered in the determination. Any response to this notice should be directed to the Regulatory Branch, Attn: J. Ruben Hernandez, at the above address, telephone (615) 369-7519. It is not necessary to comment separately to TVA since copies of all comments will be sent to that agency and will become part of its record on the proposal. However, if comments are sent to TVA, they should be mailed to Little Tennessee Watershed Team, Attn: Ms. Janet L. Duffey, Suite 300, 804 Highway 321, North, Lenoir City, Tennessee 37771-6440.



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Sheet 1



- CSX RAILROAD BRIDGE
- SUBMARINE PIPELINE
- SUBMARINE PIPELINE
- AERIAL POWER CROSSING
- SOUTHERN RAILWAY
- HENLEY STREET BRIDGE
- GAY STREET BRIDGE
- SOUTHERN RAILWAY
- SOUTH KNOXVILLE BRIDGE
- DICKINSON ISLAND BRIDGE
- PICKEL ISLAND BRIDGE

NOTE:
See opposite page for
data pertaining to bridge

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Sheet 2

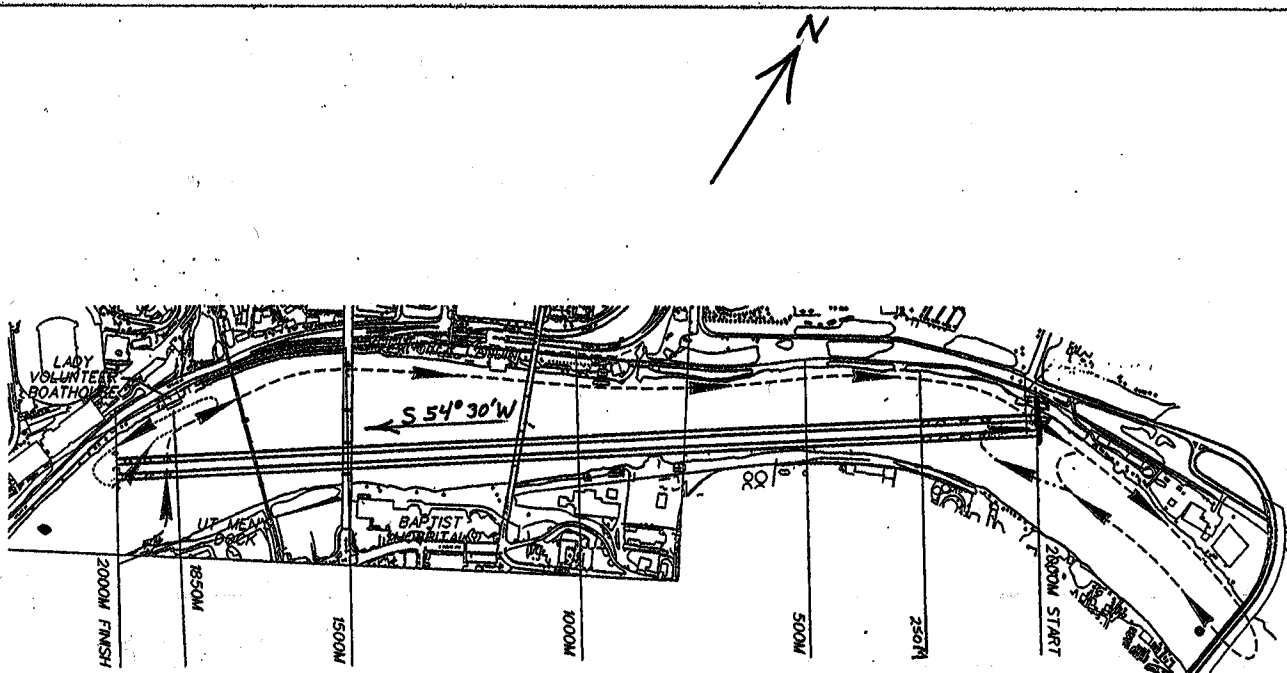
TENNESSEE R

Scale 1 Inch = 1/2
MILE

PROJECT POOL FT. LOUDOUN LAKE EL. 813

- WHITE LILY FOODS
- UNOCAL CORPORATION
- CITY OF KNOXVILLE MUNICIPAL INTAKE
- VOLUNTEER ASPHALT COMPANY
- BURKHART ENTERPRISES
- BURKHART ENTERPRISES
- SEA RAY
- KNOXVILLE RIVER TERMINALS
- (SIGNAL MOUNTAIN CEMENT CO.) (INACTIVE)
- CITY OF KNOXVILLE MUNICIPAL INTAKE
- JEFFERSON WOOLEN MILLS INDUSTRIAL INTAKE
- UNIVERSITY OF TENNESSEE MUNICIPAL INTAKE
- POWELL ERECTION RIVER TERMINAL, INC.
- AMERICAN LIMESTONE CO.
- STAR ENTERPRISE CO.
- SOUTHERN STATES ASPHALT
- R. L. CONLEY & CO.

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ing to South Knoxville bridge.

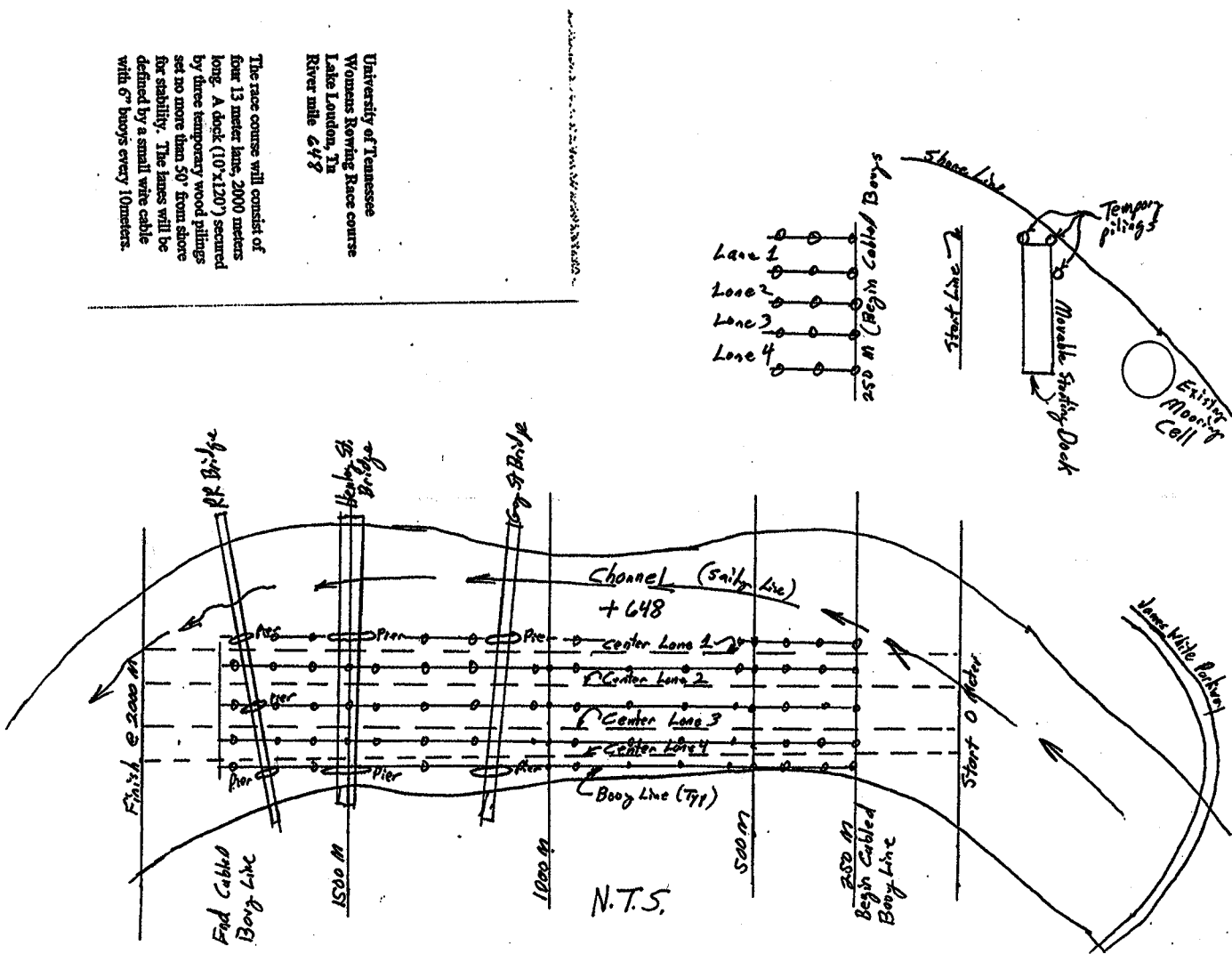


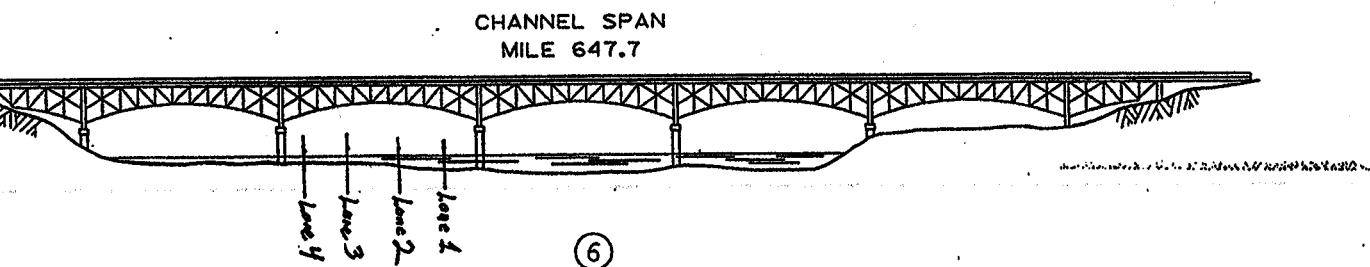
University of Tennessee
Women's Rowing Race course
Lake Loudon, TN
River mile 648

The race course will consist of four 1/3 mile lanes, 2000 meters long. A dock (10'x120') secured by three temporary wood pilings set no more than 50' from shore for stability. The lanes will be defined by a small white cable with 6" buoys every 10 meters.

Map Key:

- Warning Buoy
- Drop Buoy
- Wood Piling
- Start Dock
- Landing
- Race Lane
- Warm-up
- Enter lane





GAY STREET BRIDGE

CHANNEL SPAN

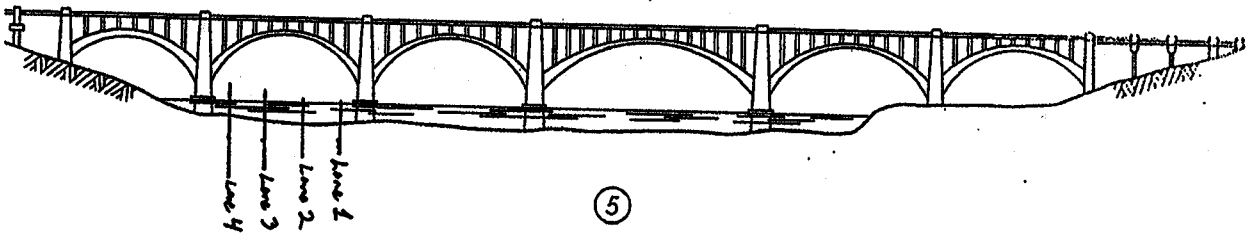
ELEVATION OF LOW STEEL	878.0
VERTICAL CLEARANCE AT POOL STAGE	65.0'
VERTICAL CLEARANCE AT REGULATED H.W.	54.3'
HORIZONTAL CLEARANCE	252.0'

University of Tennessee
Womens Rowing Race course
Lake Loudon, Tn
River mile 648

The race course will consist of four 13 meter lane, 2000 meters long. A dock (10'x120') secured by three temporary wood pilings set no more than 50' from shore for stability. The lanes will be defined by a small wire cable with 6" buoys every 10meters.

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CHANNEL SPAN
MILE 647.4



HENLEY STREET BRIDGE (U.S. Hwy. 441)

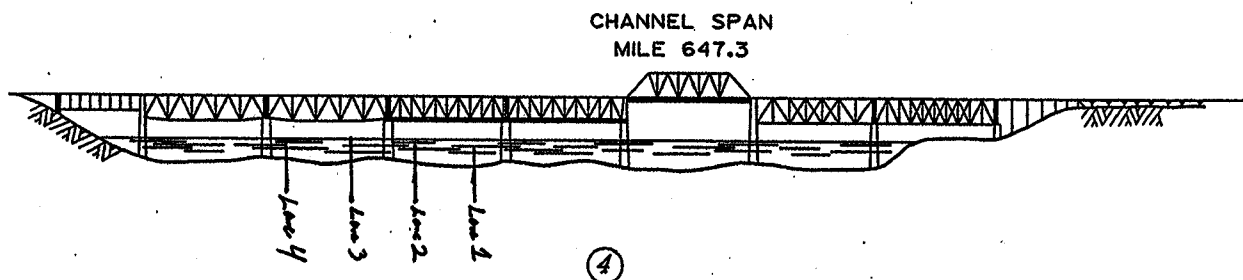
CHANNEL SPAN

ELEVATION OF LOW STEEL	902.0
VERTICAL CLEARANCE AT POOL STAGE	89.0'
VERTICAL CLEARANCE AT REGULATED H.W.	78.7'
HORIZONTAL CLEARANCE	297.0'

University of Tennessee
Womens Rowing Race course
Lake Loudon, Tn
River mile 648

The race course will consist of
four 13 meter lane, 2000 meters
long. A dock (10'x120') secured
by three temporary wood pilings
set no more than 50' from shore
for stability. The lanes will be
defined by a small wire cable
with 6" buoys every 10meters.

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SOUTHERN RAILWAY BRIDGE

CHANNEL SPAN

ELEVATION OF LOW STEEL	863.0
VERTICAL CLEARANCE AT POOL STAGE	50.0'
VERTICAL CLEARANCE AT REGULATED H.W.	39.7'
HORIZONTAL CLEARANCE	130.0'

University of Tennessee
Womens Rowing Race course
Lake Loudon, Tn
River mile 648

The race course will consist of
four 13 meter lane, 2000 meters
long. A dock (10"x120") secured
by three temporary wood pilings
set no more than 50' from shore
for stability. The lanes will be
defined by a small wire cable
with 6" buoys every 10meters.

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